



Aerial view of New Orleans from Mississippi River. In center stretches Canal St. one of the world's broadest and most famous thoroughfares. At dock is steamer "President", river excursion boat and at its right is a ferry going to Algiers across the river. Low white structure in center foreground fronting on Eads Plaza is headquarters of Board of Port Commissioners which controls many miles of docks on the river and Industrial Canal. The dark ribbon on horizon is Lake Pontchartrain. High building just off Canal St. (left center) is Roosevelt Hotel where Society of Grain Elevator Superintendents will meet Feb. 28 to March 4.

GRAIN

JANUARY, 1950

THE MAGAZINE OF PLANT MANAGEMENT AND OPERATION



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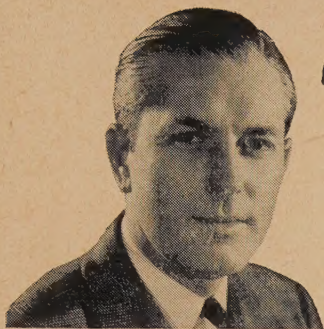
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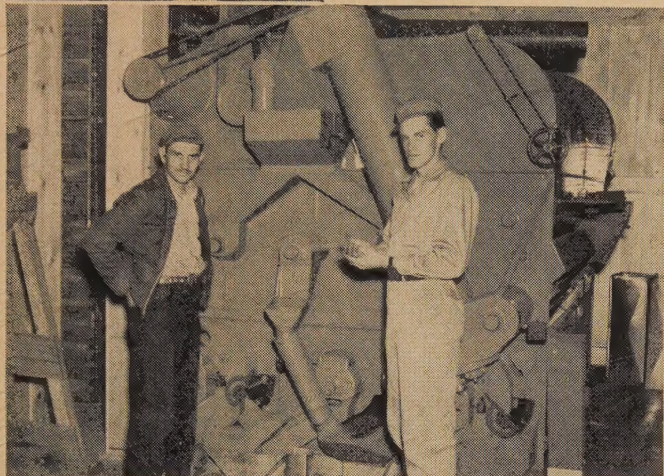
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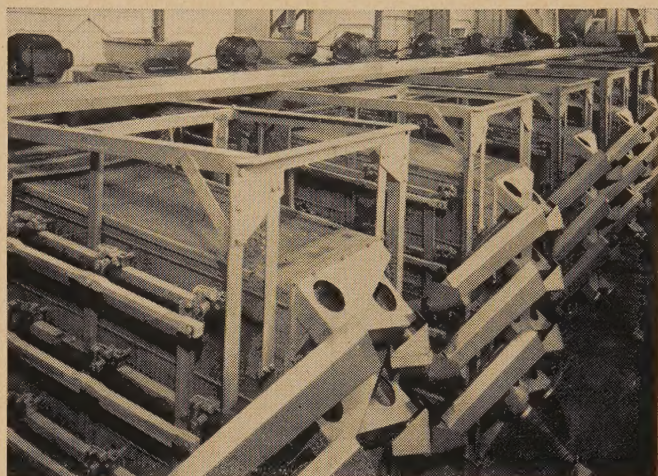
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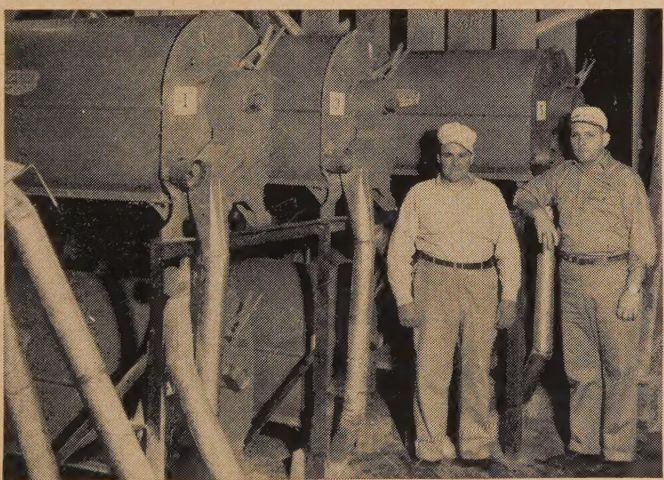
"Who bought SUPERIOR grain cleaning equipment during 1949?"



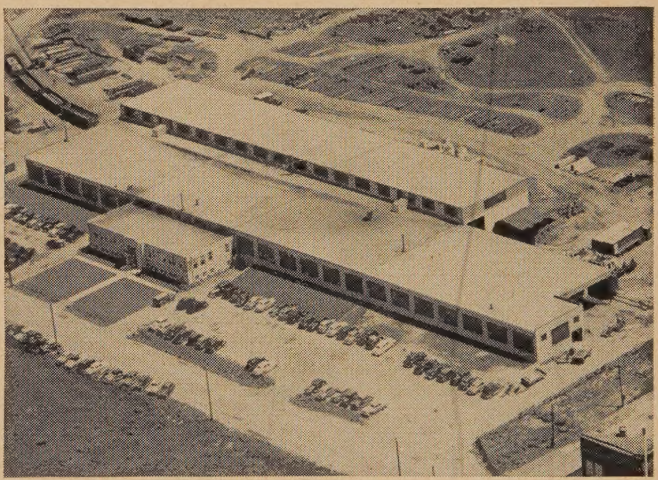
92 COUNTRY ELEVATORS who were sold on the micro-accurate separations unfailingly delivered by Superior machines like this "Country General 7". This great performer can at one time, and at full capacity, separate oats, wheat, medium length wheat, short length grains and small seeds from one another. Case-hardened steel cylinders handle more than 400,000,000 kernels per hour with absolute precision through runs of millions of bushels.



97 HYBRID CORN PLANTS who were sold on the super flexibility and other fine features of Superior machines like these S 4 Rock-it Corn Graders. Simple controls and a variety of screen arrangements give these machines unusually flexible performance for grading corn of every conceivable width and thickness. Seven different screen combinations with round hole and slotted hole variations can be supplied.



41 MILLS who were sold on the remarkably high capacity in compact space of Superior machines like these C 56 Length Graders. These machines may be placed in 2, 3 or 4 high arrangements driven individually by motors, require less than 82" x 37" of floor space, and handle from 15 to 1,000 bushels per hour of various grains and seeds. Quick-change cylinders cover 32 different separation operations. Remarkably easy to clean and service, only two moving parts!



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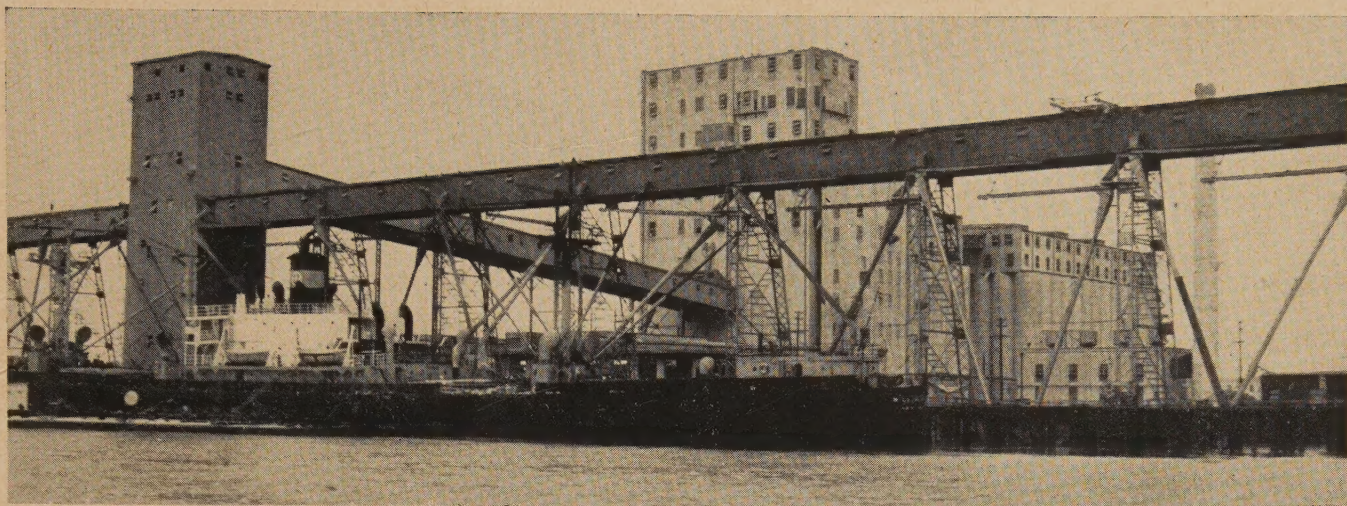
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The world-famous Public Grain Elevator, New Orleans

New Orleans Awaits Elevator Superintendents' Gathering

ELEVATOR SUPERINTENDENTS and others who attend the SOGES 1950 Convention in New Orleans, Feb. 28 to Mar. 4 will get a chance to look over two points of considerable interest to the grain trade:

(1) Loading of ocean going ships flying the flags of all nations and carrying grain to every part of the civilized world.

(2) A new "anti-choke" device that will eliminate the chances of frictional fires and resultant explosions in grain elevators.

The port, which has been a major export outlet for grain for more than 100 yrs., owns and operates the Public Grain Elevator, which is now operating at its greatest efficiency level in years, and is one of the cleanest, fastest-moving and flexible handlers of grain on the entire U. S. coast. Its able superintendent, Charles J. Winters (as you don't have to be told) is SOGES president.

Marine Loading

In fiscal 1949, the biggest year in the elevator's history, it set a record of loading one ship every 32 hours. That amounted to 267 vessels loaded with bulk or sacked grain for overseas points. Much of this is Marshall Plan shipping. All of it fills urgent orders from nations around the globe.

The average ship loaded at the elevator is 10,000 tons, which means it takes 400,000 bus. of corn to fill its holds. It's not unusual for the New Orleans elevator to load such a cargo in 12 hrs.

As a matter of fact, New Orleans holds the all-time record for speedy work at shipside. This was in 1948 when it put a complete cargo of 336,000 bus. of grain into one ship in 10½ hrs. Within recent weeks, a full cargo of wheat was loaded aboard a vessel in 9½ hrs.

Such ships can tie up along the 2400-ft. wharf of the elevator two or three at a time. Along the bulk-loading wharf front the heavy grain funnels are suspended over the holds of the ships, and any kind of grain can be poured into the vessel hour after hour.

In addition to the bulk-loading space, over 300 ft. of wharf space are set aside for the sack loading. The elevator operates its own sacking plant — using the burlap brought in from India, 10,000 miles away. The grain is sacked for shipment to ports that have no marine legs or other bulk-handling equipment, as well as to add the required extra tonnage to ships carrying bulk grain.

The plant has a marine leg of its own for unloading the low-slung grain barges that carry Midwestern crops hundreds of miles down the Missouri and the Mississippi. In addition, a car-unloading shed is continuously receiving grain from the vast cereal basket of the Mississippi Valley.

Operating with some 150 employees, the elevator currently works a 10-hr. day, has worked a 20-hr. day often in the past. Its four wharf conveyors are designed to carry 25,000 bus. per hr. each. This theoretical capacity of 100,000 bus. would load a full cargo in a little better than 4 hrs. Such speed is, however, impossible in practice due to the necessity for trimming the grain into the holds of vessels.

The Safety Device

As for the new safety device now in use at the elevator, it is as yet unnamed by Supt. Winters, and co-inventor Walter Mangan, master mechanic.

It is an automatic system that can be installed in any electrically-driven conveying set-up, with either rope, chain, or direct motor-driven legs.

It has these numerous advantages:

(a) It is completely automatic, therefore not reliant on the human element.

(b) It shuts off rope-driven legs when rope-strand occurs: the leg and all feeding conveyors will stop when the frayed strand reaches a length of six inches.

(c) It will stop chain-driven legs or direct drives whenever a failure occurs in the chains, gears, or motors.

(d) Should any motor in a conveying system unit slow down or stop, the choke-preventive system will stop all other motors feeding the failing unit.

(e) "Back-drop" down an elevator leg due to over-filled garner is halted. A warning signal will flash when over-loading happens, and the whole conveyor system feeding the garner will be stopped if the signal is not heeded.

(f) It is now possible to have the device installed in any elevator, flour, feed, or rice-mill by contacting the Public Grain Elevator of the Port of New Orleans.

As a consequence of capable administration, the efficiency continues to rise at the port's elevator. One of the most complicated cargo-handling procedures on the port's 12-mile waterfront, it is probably the best organized of all.

The variety of grain it has handled within recent months includes wheat, corn, oats, soy beans, rice, flaxseed, barley, rye, and milo. As the elevator's activity has increased, its profit has jumped, and its share of the port's foreign trade has risen steadily.

In a port that is already second in the nation in the dollar volume of its traffic (\$1,276,000,000 worth of cargo in 1948), that is an achievement. Wheat was the largest single

export commodity (by tonnage) of all shipments from the port last year.

In fact, 67,000,000 bushels of various grains were shipped out of the port from its Public Grain Elevator last year. To quote one of the employees: "That ain't hay!"

State Commission in Charge

The elevator and the 12 miles of docks are operated and managed by the Board of Port Commissioners, a state body, but one that has made an excellent record in recent years.

The main office of the Board is at the foot of Canal St., from which the wharves stretch in both directions along the river. This office is shown in the center of our cover picture.

There is no better way to view the harbor and the docks that line both banks of the Mississippi than from the decks of the steamer *President*, which makes a 30-mile sight-seeing cruise daily at 2:30 p.m. A feature of the trip up and down the river is a lecture which highlights the various points of interest.

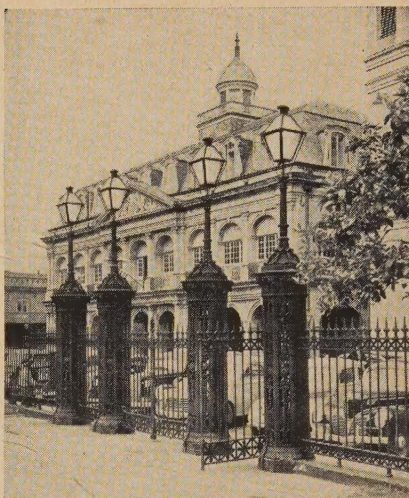
From comfortable chairs and lounges on the decks of the *President*, passengers view ships from all corners of the globe loading and discharging cargo, miles of modern docks, grain elevators, the naval station, sugar refinery, port of embarkation and a host of others.

Old World Atmosphere

Perhaps nowhere in the western hemisphere is it possible to see the Old World and the new in such remarkable contrast as in New Orleans. The Vieux Carre is a city within a city, 180 squares of European shops and residences with narrow streets and French architecture.

The Quarter lies within two blocks of mid-town Canal St. and the business district. Its principal streets—Royal, Chartres, Bourbon, St. Louis and Conti—have changed little during the past 100 yrs.

Most of the buildings are two or three stories high, with Latin-type balconies, elaborate wrought iron railings, and long, louvered shutters.



The famous Presidio

Behind simple facades are the delightful patios and courtyards which were the center of Creole social life in the 18th and 19th centuries.

The French Market, near Jackson Square, has been restored to its original pattern, with open-air fruit and vegetable stands, fresh fish markets, and other food shops. At the market are the coffee houses visited by coffee-drinkers from all over the world. Strong Cajun coffee or coffee and chicory are served with fresh doughnuts at the Morning Call and the Cafe du Monde.

Within a short walk from the Market is the former U. S. Mint building. Built in 1835, it produced currency until 1910. On its grounds Jackson reviewed his troops and, in 1862, Confederate William Mumford was hanged for pulling down the United States flag. Nearby, in the Old Courthouse Building, Old Hickory was fined a \$1,000 for contempt of court—only a few days after he had saved the entire city from invasion.

With so much history and beauty to its credit, it is not surprising that the French Quarter is still a Mecca for tourists with a yen for quiet, old-fashioned ways. Although it is really two cities—the Vieux Carre as it is in the day and the Quarter as it is at night, it can be seen in an

afternoon's stroll. Best of all, it welcomes the traveler with the finest of Parisian hospitality.

The Garden District

Named for the luxuriant gardens that surround the great 19th Century houses in the area, the Garden District annually attracts thousands of visitors. In its old days, the society was chosen by very exacting standards. The memories of these lavish times still linger for tourists who come to see the huge, 10 or 20-room homes and beautiful gardens.

These beautiful homes may be seen all during the winter season in New Orleans by specially arranged walking trips. The Garden District extends its most handsome welcome mat and real, Southern hospitality to visitors from all over the world.

From Jan. 31 to Mar. 31, five homes in the Garden District will be open for walking tours Tuesday and Friday each week from 2 to 4:30 p.m. The tickets for these tours are divided into five sections and the homes may be visited in any chosen order on either of the two days.

Getting ready to assure a highly profitable SOGES convention in New Orleans, Feb. 28-Mar. 4, (left to right): (1) Mrs. Many, Ben J. Many and their daughter, Margaret (she sings, too) of Chicago, who are planning another of their famous "Many Mixers" for the 150 ladies expected to be present; (2) Vic Champlin and his nephew, Smith, both of Archer-Daniels-Midland Co., Minneapolis. Each is a past chapter president, and Vic is a former vice-president of the national body. Retired, Vic is touring the country and expects to land in New Orleans for the coming technical conference; (3) Mrs. Maas and Russell Maas, who graciously adorn the ladies on banquet night with gorgeous cor-sages; (4) Cliff MacIver of A-D-M, Minneapolis, SOGES president last year and head of the hard workers who made the Minneapolis convention such an outstanding success; (5) Mrs. Kohout, (Frank) Kohout and daughter of Minneapolis, and Harold and Mrs. Wilber (he's a past SOGES president) of Decatur, Ill.; (6) Mrs. Winters and Charles Winters of New Orleans, your hostess and host for this 1950 convention—as capable "Charlie" is SOGES president this year; (7) Mrs. and "Herr Louie" Forsell, maltster SOGES director of Chicago, who is working on the barley and malting round-table program; (8) Harold Wilber and Vic Champlin; (9) past president Oscar W. Olsen, Duluth, SOGES' No. 1 safety enthusiast, and Jno. Edw. (Spike) Carlson, his successor; (10) Mrs. and Ralph Yantzi. Ralph is Kansas City chapter president; (11 below) Al Halberg and wife of Springfield, Ill., and Mrs. and SOGES President Winters; (12) Frank Kohout, chairman of the Associates Committee, and Bob Bredt, chairman of the Convention Exhibit Committee (and able 1948 General Convention chairman), both of Minneapolis, talking over New Orleans convention plans; (13) Jim Burns, Buffalo chapter secretary, Frank (Slim) Carlson, Chicago insurance engineer, President Winters, C. H. (Jersey) Halsted, Buffalo chapter president, and Duncan Welte, Bloomington, Ill.; (14 below) Clarence Turning, SOGES Safety Contest Director, Minneapolis; Roy Zimmerman, Buffalo; SOGES director Arthur J. J. Meyer, Ft. William; past SOGES president John Belanger, Ft. Arthur; (seated) Jack Kitching and Jim Burns, Buffalo; (15) Jim and Mrs. Auld — Jim's the perennial Minneapolis chapter secretary; (16) Mrs. and M. M. (Mac) Darling, SOGES second vice-president from Indianapolis, and (17) Dick Miller, Minneapolis; "Mac" Darling, Indianapolis; Clarence Goetz, John Mack and Al Krotz, all of Buffalo, and Duncan Welte, Bloomington, Ill., all talking over plans for the New Orleans convention and working in the most enthusiastic anticipation of a most unusual, most helpful, and most-participated-in convention SOGES yet held.

Photos by Lloyd Forsell, Chicago.



One of the many ante bellum homes in New Orleans which are interesting both inside and outside. Special tours will be arranged to many of these old homes with their gorgeous gardens





Emil (Red) Paulson, Elev. Supt., General Mills, Minneapolis is here tagging a grain sample for analysis by mill laboratory. Other samples are up for re-grading.

BELTS - BINS - BUYERS

UNDER the above title, General Mills starts a series about its business especially the operating end. The elevator and grain storage naturally head the series and Emil (Red) Paulson, elevator superintendent is featured. The current *Millwheel* points out: "There's more than meets the eye in running a plant elevator." The article continues:

A grain car that received its load in the heart of a wheat belt rolls to a stop in a grimy railroad yard. Its store of golden grain has finished the trip to an important milling center.

Soon the door seal is broken and two men enter. One represents the state, the other the local grain exchange where the carload will be put up for sale.

Each man scrambles atop the heaped-in grain and thrusts a probe straight down through the load. A brass-encased tube several feet long, it is manipulated to open and close small pockets up and down its length.

Each thrust brings up samples to show quality of grain at various levels in the car. This process is repeated several times.

Quality and Grade Tests

From these samples the state and the grain exchange run their respective laboratory tests to determine quality and grade. The car is then up for sale.

If a grain buyer purchases the car, it is shunted to company elevator tracks. Here a member of the elevator staff also takes samples and these are analyzed by the mill and elevator laboratories.

An alert crew spots traces of smut, must, foreign matter, etc. By calling for re-checks on grade, a plant elevator can save considerable money for the company and also safeguard quality of the grain during unloading.

In the rush season a terminal or

plant elevator may receive and bin up to 100 cars in a day. Power shovels unload a car into the grain pit in 20 to 25 minutes. From here, in about seven minutes more, the grain is conveyed by belt to the proper bin for storage.

But it's not a case of "out of sight, out of mind." Almost to the last grain, whereabouts of each lot are recorded with faithful accuracy. As the belts carry their golden loads into the bins, or toward the mill, flow of wheat is recorded on blackboards and in exact records.

A "Turn" For The Better

Any lot stored for more than a few weeks must be "turned," withdrawn from the original bin, routed over the intricate system of belts, and conveyed to a new bin. Its new location appears on blackboards even while it travels.

Binning is dictated by the wheat's



"Can't we keep this new wage increase a secret? My wife, you know—"

protein content, variety, test weight, moisture, baking quality, and other factors affecting the usefulness of the wheat. It is on this basis also that wheat is blended before milling.

Grain buyers give elevator men directions for blending various wheats. Through close contact with the Products Control Department and the mill, company grain men are well informed on standards to be met for bakers and consumers. Naturally they are familiar with the cost of various types of grain.

On Grain Department orders, then, streams of grain come from widely separated bins at the elevator, meet at a conjunction of belts, proceed together, and are perhaps joined by new streams. Transferred to the mill, the final blend is ready for cleaning, tempering, and grinding.

APPROVE 140 NEW STANDARDS

More than 140 new American standards, approved since January of last year, are included in the mid-year list of standards and special publications just issued by the American Standards Association. The list shows a total of 1124 standard specifications, methods of test, building requirements, dimensions, safety codes, definitions and terminology in all fields of engineering as well as for materials and equipment used by the ultimate consumer.

All of these have been given the status "American standard" through the procedure of the association which assures all groups concerned an opportunity to have a voice in their development.

Important new standards listed for the first time include a series on chemicals used in photographic processing, soap specifications, lamp dimensions and electrical characteristics, textiles, electrical indicating instruments, and building code requirement on signs and outdoor display structures.

INSECT-REPELLENT TREATMENT FOR COTTON BAGS

Department of Agriculture scientists have found a chemical treatment which successfully keeps insects from penetrating cotton bags, Dr. P. V. Cardon, Agricultural Research Administration, announces.

Dr. Richard T. Cotton of the Bureau of Entomology and Plant Quarantine, Manhattan, Kans., and Winston B. Strickland of the Southern Regional Research Laboratory in New Orleans developed the treatment and worked out a practical method of application during investigations financed, in part, by funds from the Research and Marketing Act of 1946, Dr. Cardon said. The Textile Bag Manufacturers Association and several large bag manu-

facturers are interested in the commercial use of this treatment.

Before announcing their discovery, the scientists confirmed its effectiveness by exposing both treated and untreated bags containing insect-free flour for long periods of time in a room containing thousands of hungry flour beetles and moths. In one such test, bags made of treated cloth admitted no insects during 7 months, while an untreated bag let in 563 insects.

The insect-repellent treatment consists of pyrethrins or a mixture of pyrethrins and piperonyl butoxide — two insecticides that are of comparatively low toxicity to warm-blooded animals. Tests to date indicate that food packed in properly treated bags is unlikely to be contaminated with these chemicals, but further investigation is needed.

The chemicals can be applied to warp yarns at a practicable cost at the time these yarns receive the usual sizing treatment preparatory to weaving. Appearance of the treated fabric is not materially changed, and the slight odor imparted by the chemicals is not objectionable. Baking tests conducted by the Milling Department of Kansas State College indicate that the quality of flour stored in insect-repellent bags is not affected.

In tests to determine the effectiveness of the chemicals in different concentrations, the scientists found that 10 milligrams of pyrethrins, alone or mixed with 100 milligrams of piperonyl butoxide, per square foot of cloth gave protection from such insects as flour beetles, the cadelle, Mediterranean flour moth, lesser grain borer, and others which are able to penetrate or to deposit their eggs through the fabrics of untreated bags. Protection also was obtained when bags were made of cloth woven from treated warp yarns and untreated filling yarns.

This discovery, according to Department entomologists and industry representatives, may prove of tremendous value in conserving cereal products, especially in the warmer countries of the world.

QUALIFICATIONS

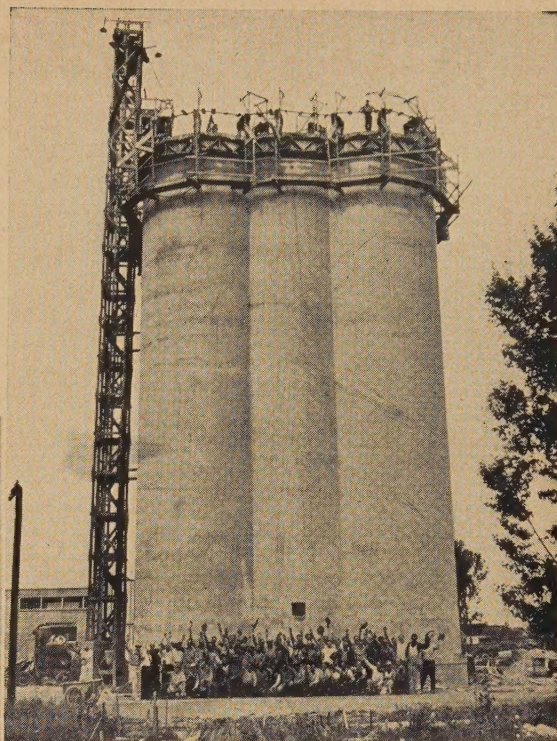
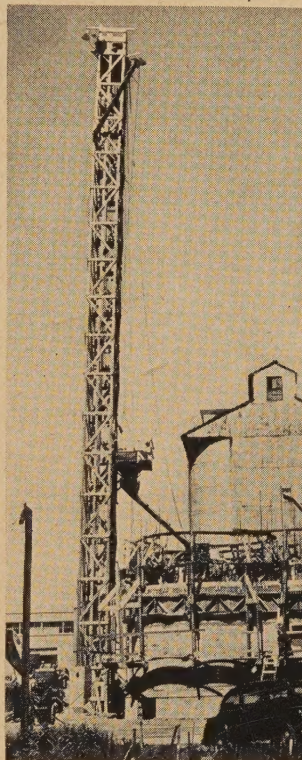
A recent survey of 100 companies by a noted psychologist disclosed the qualities of management most important. These qualities were ranked in the following order: Leadership, dependability, honesty, initiative, knowledge of job, emotional stability, capacity for growth, ambition, health and energy, persistence.

OUT-OF-TOWN VISITORS

Arthur B. Osgood, The Day Company, Minneapolis.

Clifford A. MacIver, Superintendent of Elevators, Archer-Daniels-Midland Co., Minneapolis.

Sub-Terminal Elevator Erected in Record Time By Utah Volunteers



Lower views shows Kaysville (Utah) elevator as it appeared on Tuesday morning, July 12, second day of construction work — no pictures having been taken on the initial day. Upper view was made after the last concrete was poured on Saturday morning. Note the men on last shift cheering because work was completed ahead of time. (Pictures by courtesy of "Deseret News", Salt Lake City.)

THIS past summer an interesting project was completed in Kaysville, Utah. A sub-terminal elevator of 165,000 bus. capacity was to be started and completed in one working week of 6 days. The result astounded even those who planned the work. It was finished nearly 24 hrs. ahead of schedule.

The idea was conceived by the Mormon Church Welfare Committee and the elevator was part of the program of that committee.

The work began at 4 a. m. Monday morning, July 11. More than 240 men, 80 men in each 8-hr. shift, worked around the clock to complete the pouring Saturday morning at 8 a. m., July 16. Statistics on the workmen disclosed that 80% of them were the same men throughout the week.

Approximately 100 men a day above the number requested by the labor co-ordinating committee reported for work every day! All of the workers came to complete an objective: they were not there to earn a wage or satisfy an employer. They came contributing their time and

special abilities, even paying their own transportation.

Many of its workers were not members of the Mormon Church. In some instances the builders were permitted to use other property to aid speed.

Consideration was given before the actual pouring of the cement began to the hiring of certain skilled craftsmen because there was some doubt as to the availability and supply of these skills among the volunteer workmen. However, as the workers assembled, hoistmen, mixer operators, steelmen, carpenters, cement finishers, and laborers who could scale the heights which the construction required were found in abundance.

Blaine C. Glanville served as superintendent of construction. He was also identified with the erection of the Globe Mills at Ogden, and the grain elevator in Salt Lake City.

The new storage elevator consists of six, 75-ft. high cylindrical bins, 20-ft. in diameter with 14 interstices. Approximately 888 cu. yds. of concrete and 70 tons of steel were needed to complete the structure.

ON THE SAFETY FRONT

Conducted By
WALTER TEPPEN, SOGES Safety Director

MAINTAINING INTEREST IN SAFETY

By Frank E. (Slim) Carlson

Maintaining interest in safety is a very important part of any safety venture. In those plants where the personnel is large enough, the problem of maintaining interest in the Safety Program is largely the concern of the safety engineer. However, in the smaller plants the safety responsibility usually rests upon the shoulders of the superintendent who may find it hard to maintain even his own interest in safety due to production pressure. Regardless who handles the Safety Program, in order to be successful he must have complete co-operation of the entire personnel.

To management we can now say that it is possible for any plant to have a good safety record. If the top management of these plants are sincere and really want it, it is up to management to take the leadership. It is up to management to furnish the drive, punch and enthusiasm for the Safety Program.

In the first place there can be no successful Safety Program unless top management are completely sold on SAFETY. They must be interested to a point where they will do something about it, by following out recommendations made by competent safety engineers, making the plant

safe according to the safety standards of the Industrial Commission, Insurance Underwriters, etc. For example: Guarding of machinery, railings around open areaways, stairways, installing toe-boards, and proper lighting.

So far as safety is concerned to the supervisory forces, it should be considered as an operating problem. In the smaller plant it may be the superintendent's job to sell the management on a Safety Program.

Supervisors will do well to remember that the employees they control are human beings with emotions and ambitions that may readily be appealed to in furthering the work of accident prevention. The foreman should remember that it doesn't matter nearly as much what YOU think about the employees as it does what the employees think about you.

Maintaining the worker's interest in safety calls for all the ingenuity and tactfulness of the best safety men; but where a plant is just getting started it is a question of arousing interest rather than maintaining interest. After the company has made a real start in its plan to correct unsafe conditions, then an attempt should be made to secure the active co-operation of the workers.

The first step in this direction is to call a mass meeting and acquaint the workers with the fact that the

company is starting an organized effort to prevent accidents. Explain to them that most accidents are caused either from unsafe conditions or from unsafe practices. That since the company is primarily responsible for conditions in the plant, the company will do everything in its power to make those conditions safe.

On the other hand, since the workers are primarily responsible for unsafe practices, they, the workers will be expected to do everything in their power to perform their work safely, to prevent accidents, not only to themselves but also to their fellow workers.

Perhaps the oldest and most successful means of maintaining interest among the workers is to ask them to make safety recommendations. Some plants even go farther and ask for both safety and production recommendations. These suggestions should be given over to an Advisory Committee, composed of the men best suited to study the recommendations and with authority to follow through to the proper conclusions.

Recommendations should all be received in good faith, no matter how ridiculous some may be. Never laugh them off, because many men, in making their first suggestions are sending up a trial balloon,—so to speak. Should it be belittled in any way you will never get another suggestion from that man. Be very careful in this direction. All recommendations should be acted upon and if they are not carried out the reason should be explained to the employee who made the suggestion.

It is a good idea to have at least 15% of the employees trained in First Aid. This creates interest, if you can arrange to have some instructor



BREWERS' SAFETY MEN MEET IN CHICAGO

The Brewers Safety Committee with some added safety engineers posed for this picture recently. Left to right (Top row): A. J. Finke, Miller Brewing Co., Milwaukee; J. W. Behling, Pabst Brewing Co., Milwaukee; G. R. Meyers, Blatz Brewing Co., Milwaukee; J. Leone, Peter Hand Brewing Co., Chicago; H. A. Pajean, National Breweries, Ltd., Montreal; R. M. Seeker, Anheuser-Busch, Inc., St. Louis; E. Kennedy, Stroh Brewing Co., Detroit; P. Koenig, Duquesne Brewing Co., Pittsburgh; M. B. Macaulay, Interboro Brewing Co., New York; C. Hoerberling, Goebel Brewing Co., Detroit; J. Renner, Theo. Hamm Brewing Co., Detroit. Seated—P. L. Schuler, Theo. Hamm Brewing Co., St. Paul; W. M. Aicher, U. S. Brewers Foundation, New York; E. J. Steinkellner, Schlitz Brewing Co., Milwaukee; C. P. McBride, Pabst Brewing Co., Milwaukee; N. Heuer, Anheuser-Busch, Inc., St. Louis; N. de Tarnowsky, F. M. Schaefer Brewing Co., New York.

train a group of employees right at the plant.

Plant Safety meetings, scheduled regularly, once a week, once a month, or whatever is agreed upon, should be held regardless of how busy you are. Never give the workers the idea that your Safety Plan is a sideline, or something that can be taken out and put back as you please.

Form workers' committees for accident prevention to function for, let us say 3 months, then change committees. In this way, over a period of time every employee will have served on a Committee. More interest will be shown when the workers are entrusted with various duties relating to the Safety Program with management or supervisory forces acting as a steering committee, guiding the program along the proper lines.

Good safety posters perhaps tell a story that otherwise would be difficult to get across; but keep your bulletin board alive, do not leave the same posters up for a month. Give someone on the committee the responsibility of keeping the board up to date. Change or rotate safety posters. Make your own posters if possible. They should be timely and seasonal, such as heat fog posters in hot weather, slippery conditions posters in winter, etc. If you have a new rule book of safety give each employee one.

Let Him Know That Safety is One of the Requisites of His Employment.

SAFETY TIPS IN THE USE OF HAND TOOLS

By **HERBERT A. STRALEY**
Supt., The Port of New York Authority

This article is confined to a discussion of hand tools hazards. Ordinarily the thought of danger is especially associated with power-driven machines and, although they do cause many accidents, it will be found that a surprisingly large proportion of injuries also occur in the use of hand tools.

Mishandling hand tools, neglecting to keep them in proper condition, and leaving them in dangerous places are frequent causes of accidents resulting in personal injuries.

There are many hand tools which, though belonging to the management, are in constant use by some skilled mechanics. A good workman takes as much pride and care of these tools as he would if they were his own personal property.

Hand tools should be frequently inspected and, if found defective, must be brought to the attention of the supervisor or foreman who will have them replaced or repaired.

Do not use tools with rough, splintered or badly worn handles, dull edges or mushroomed heads. Keep your tools clean and free from grease and oil.

In using knives, pliers and other cutting tools, avoid directing the

strain toward yourself. If they should slip, you may be injured.

When using chisels, cold or bull chisels, goggles are imperative. Flying pieces of steel or other material may cause serious eye injury.

Files should be provided with good handles and should never be used as a center punch, a pry or as a cold chisel. They are very brittle and are apt to break. You or someone nearby may be hit by flying pieces.

There are many types of hammers, each fitted for a particular job. A machinist's hammer is not suitable for driving nails. Neither is a carpenter's hammer suitable for machinist's work. Never use a hammer with a cracked,

burred or badly worn head or handle. Be sure that the handle is securely fastened.

Wrenches should never be used as hammers. Avoid using a pipe wrench with worn jaws. Stand to one side when pulling down on a wrench or chain tongs when they are directly over your head. Place wrench on nut the right way—that is, facing forward in the direction the handle is to move. When using a wrench be sure it fits the nut and is suitable for the job. Shims should not be used on a wrench too large or one with spread jaws.

The screw driver, one of the most commonly used tools, is responsible

Why Boston & Albany re-ordered Imperial

In 1916, Boston & Albany Grain Elevator, East Boston, Mass., installed four 22" x 7-ply BLACK REXALL belts, each over 400' long, in their heavy duty grain legs. Thomas Forrest, Superintendent, knew that penny-wise purchasing would be offset by "down time expense" caused by one fall in the boot.

One Imperial belt ran 27 years. The other three are in operation today . . . after 33 years punishing service! Boston & Albany has just ordered seven more BLACK REXALL leg belts.

Imperial BLACK REXALL belts give longer, more dependable grain leg service for less overall cost because BLACK REXALL is made specifically for this type of service.

Job-Designed



Base fabric of all Imperial belts is made from tightly woven 37½ ounce silver duck with a tensile strength exceeding 700 lbs. per inch of width. Plies are double-stitched with Imperial's special Inner-Locking stitch which positively prevents ply separation. Then,



every fiber is saturated with special impregnating compounds which toughen, lubricate and preserve the belt so that it will yield maximum output, lowest unit handling cost and freedom from costly, troublesome shutdowns.

Investigate the reasons why elevators all over the nation are standardizing on Imperial's BLACK REXALL for heavy duty service. Write for Catalog 48-2.

Imperial

INNER-LOCKED BELTING

The right belt for each job

IMPERIAL BELTING CO., 1756 S. Kilbourn Ave., Chicago 23, Ill.

for many injuries, especially when used as a makeshift tool or other than its intended purpose.

Do not use a screw driver as a chisel or one with a loose or split handle, dull or rounded blade. A screw driver should not be used while you are in such a position so that it would strike your face or body, if it should slip.

When working on small material, place the object on a flat surface—do not hold in your hands. A nasty cut may result if the screw driver slips.

Remember it is your life, your health, your limbs and your family welfare. Be sure to have safe tools.

Plants and People

HERMAN RETIRES

M. C. Herman, formerly plant manager of the Red Arrow Malting Co. has retired. The Red Arrow Malting Co. has been acquired by the Wisconsin Malting Co. and R. H. Miller is plant manager.

F. A. FRANKENFIELD DIES

Frederick A. Frankenfield, Vice-Pres., American Maize Products Co., Hammond, Ind., died on Dec. 4 in

St. Margaret's Hospital, Hammond. He was 60 yrs. old and the end came as the result of a heart ailment. Mr. Frankenfield had been with the same company ever since his graduation as a chemical engineer from Purdue in 1911. He is survived by a widow, son and granddaughter.

PEAVEY OPENS RECREATION BUILDING AT OMAHA

Last month, employees of the Peavy grain elevator in Omaha, Nebr. gathered with Supt. Vincent Blum to help open the new Welfare Building. Refreshments and a good time were enjoyed by all.

The new house is one story high, concrete and frame, oil-heated. It contains a locker room and wash room. The locker room has a large table in its center and enough lockers to accommodate everyone. The wash room is equipped with a new circular shower, a circular washstand and new lavatories.

WEEKS HEADS COMBINED GLIDDEN DEPARTMENTS

Appointment of John H. Weeks to the newly-created position of Director of Personnel Relations of the Glidden Company, has been announced by Pres. Dwight P. Joyce. Mr. Weeks, who has been serving the company as Personnel Director, will combine in his new capacity the offices of the Personnel and Industrial Relations Departments, and will be responsible for the direction and carrying out of personnel policies as they affect salaries as well as hourly employees.

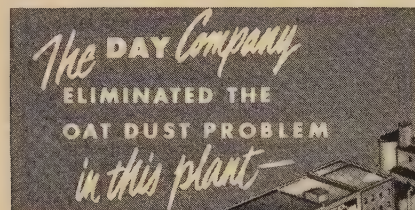
Associated with the Glidden Company since 1934, Mr. Weeks has held the positions of office manager, assistant controller and personnel manager. He was born in Butler, Penna. where he attended high school. He is a graduate of Wooster College and Cleveland Law School.

LANGHURST WITH BORDEN'S

Louis F. Langhurst joined Borden's Soy Processing Co. on Dec. 1 in the capacity of Extraction Superintendent of the Waterloo Plant. He is a Cedar Rapids, Iowa man, having previously been connected with the Honeymead Company, Cedar Rapids in their soybean processing operations.

From 1946 to 1949 Mr. Langhurst was chief engineer of the Solvent Division of V. D. Anderson Co., Cleveland, Ohio, manufacturers of the Anderson type of solvent extraction plants for various types of oil seeds. In this position, he supervised the installation of new Anderson plants both in the United States and abroad. He severed his connection with the Anderson company in the fall of 1949 in order to return to Iowa and "settle down."

Borden's are just completing the construction of a 200-250 ton per day



**RALSTON
PURINA**

installs 4 complete
DAY Dust Control Systems

Of all the grains, oats create one of the toughest dust problems. Ralston Purina, one of the world's largest manufacturers of cereals and feeds, is conquering this problem with **DAY** Dust Control equipment.

Recently, four complete **DAY** Dust Control Systems were installed in the main concrete elevator building at the Ralston Purina plant in Davenport, Iowa to eliminate this dust menace.

One system was installed in the basement to control dust created at belt loaders, belt transfer points and elevator boots. A second system eliminates dust created when unloading grain from box cars. The third system controls dust from two gallery tripper units. The fourth system removes dust from turnheads and other dust creating machinery in the upper workhouse area.

The **DAY** Company engineered the complete dust control installation and furnished piping, hoods, grain traps, exhausters, Dual-Clone dust separators and floor sweeps.

This Davenport Plant is one of 34 Ralston Purina plants. Here Ralston Purina manufactures Hot Ralston, Instant Ralston, Wheat Oats, Rolled Oats and Oat Flour; also specialty Chows such as Dog Chow, Fox and Mink Chows, and a full line of livestock and poultry chow products. Ralston Purina products are easily identified by the familiar red and white checkerboard label.

DAY CAN SOLVE YOUR DUST PROBLEM

DAY engineers are ready to serve you efficiently and economically regardless of the dust situation in your plant. You get the benefit of the **DAY** Company's 68 years of experience in engineering, manufacturing and installing dust control systems.

DAY Dust Control effectively: (1) removes obnoxious dust; (2) minimizes plant hazards; (3) improves working conditions and labor relations; (4) cuts maintenance and housekeeping costs; (5) eliminates neighborhood dust nuisances; (6) saves valuable product; (7) reduces pest infestation and product contamination.

For engineering assistance and cost estimates, Write-to-DAY.



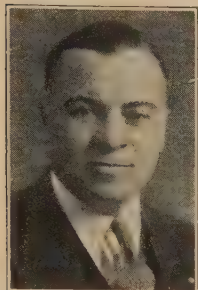
The DAY Company

814 3rd Avenue N. E., Minneapolis 13, Minnesota
IN CANADA: P. O. Box 70, Fort William, Ontario
Branch Plants in Fort Worth, Buffalo and Welland, Ont.

solvent extraction plant as an addition to their press plant in Waterloo, Iowa, and Mr. Langhurst will be in charge of the solvent operation. Borden's also have a solvent extraction plant at Kankakee, Ill.

OLSEN JOINS HART-CARTER

Oscar W. Olsen, formerly superintendent of the F. H. Peavey elevators in Duluth, Minn., retiring (supposedly) last year, is not happy when he's idle. For a while he acted as elevator consultant but even this work was not enough to satisfy his boundless energy. So shortly before the turn of the year he joined the sales staff of Hart-Carter Co., Minneapolis.



Oscar W. Olsen

His new work will consist of placing Hart-Carter machines in Terminal elevators and other plants using similar types of equipment. He will be very active in all parts of the United States, also in Canada where he will represent the Hart-Carter affiliated firms.

Mr. Olsen is one of the "wheel-horses" of SOGES having been one of the founders of the Society, a prime mover in the spread of safety work and serving in many official capacities, having been president in 1936. Fellow members and others in his large circle of friends wish him utmost success in his new undertaking.

WILL INSTALL BIG GRAIN DRIER AT HOUSTON ELEVATOR

The Board of Navigation District Commissioners of the Port of Houston has awarded a contract to the Brechley Construction Company on a bid of \$56,425.00, for the construction and installation of a new Hess Grain Drier at the Port's Public Grain Elevator, according to Port Director W. F. Heavey.

About 90 days will be required to install the new gas-fired direct-heat type drier, which will replace the old steam-type drier, in continuous service since it was installed in July, 1926.

Through the Port's giant, 3½ million-bu. elevator will move approximately 60 million bus. of grain, during the current year. A large percentage of this grain is wheat, which usually matures in the field with a moisture content of about 13%, which is not too moist for shipment.

Other grains, however, particularly Midwestern corn and south Texas milo, have a moisture content ranging usually from 16% to 25%. Grain this moist will heat up and sour, thus reducing the grade of

the entire lot. Hence the moist grain must be dried at the elevator before being loaded aboard ship.

SCOTT TO TOKYO AGAIN

Lincoln D. Scott, Corn Products Refining Co., Chicago SOGES Chapter president, leaves for Tokyo, Japan, on Jan. 12, arriving by air Jan. 16. This time the capable chapter prexy is going to the Orient in the interests of his company, looking towards the establishment of consuming channels for its corn derivatives (to be exported from this country) such as it enjoyed from the plant it owned and operated in Heijo, Korea.

Mr. Scott was manager of the Heijo

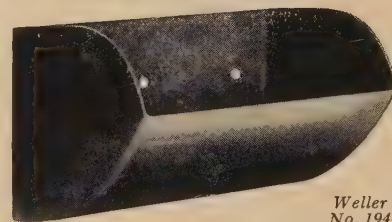
plant (now in Russian territory) for 10 yrs. before the war, and in 1947 was summoned by Gen. MacArthur to help set up the structure for feeding the Japs with hundreds of millions of bushels of imported American relief corn.

"Scotty" caught the wrong kind of a "bug" while overseas and was confined to one hospital after another until his final release a year later. He is still under doctor's orders as to diet, rest, et al.

During his absence, which the Chicago SOGES chapter hopes will not be long, Harry Hanson of The Glidden Co., chapter vice president, will become acting president.



I SAID THERE'S
ONLY **ONE** *GENUINE*
CALUMET CUP!



Weller Pat.
No. 1944932

You can shout that again, Mister! . . . and plenty loud. You might also add: "ONLY the genuine Calumet Cup can provide Calumet's unrivalled capacity and efficiency."

That is a statement of unadulterated truth. The reason WHY Calumet is the largest selling elevator bucket on the market. WHY

More Than 3,500,000 Calumet Cups Have Been Installed In Elevators Throughout The World

. . . not including Canada.

Its patented Logarithmic Curve design has never been successfully imitated. Its performance has never been duplicated.

Ask Your Jobber

about the cup that has won **overwhelming** preference **because** of its peerless performance... the **one** and **only** genuine Calumet Cup.

B. I. WELLER CO.

327 S. LaSalle St., Chicago 4, Ill.

Thirty Five Years of Service To The Grain Trade



For sound economy and long term savings buy BIWELCO complete elevator legs, heads, hoots and elevator legging . . . screw conveyor troughs . . . bins and sheet metal work to specifications.

Your **best buy** because BIWELCO products **are** built better, render longer and more satisfactory service.

Estimates and advice of trained engineers upon request...no obligation on your part.



Charles J. Winters
New Orleans

THE PRESIDENT'S CORNER

HOW MUCH of our success as an organization is due to the work of the SOGES chapters is hard to estimate. Here is where the individual member comes into contact with his colleagues and contemporaries. Here is where he meets his neighbors who are doing the same kind of work and solving the same problems day in and day out.

To belong to a chapter is a privilege I've missed. And it is with a kind of envy that I hear reports of meetings and fellowship in the various chapters. I've had to learn to appreciate the functioning of our Society from outside these groups. This of course, is not from choice but because I, and others far from the big grain centers, have been handicapped by few available prospects in our particular sections.

In general, I'd say that the average member becomes a better one by reason of the advantages a chapter gives him. Yet I wonder if everyone understands these advantages.

Every chapter has a nucleus of hard working, energetic members. Too often they are left to do most of the work. That is of course not right and under such conditions little progress is made either by the members or the organization as a whole.

The officers and committees deserve your support. If you were far away from a chapter—as is my misfortune—you would mourn your loss. When you have one virtually at your doorstep, it is well worth while to take an active part. The dues paid are not enough to justify your being a passive member. Think of your membership as a real privilege—something of which to be truly proud. Then pitch in and become an active participant in the work. The chapter will grow and you will grow with it.

Above all, try to attend *every* meeting. It will mean some sacrifice occasionally, but you owe it to the chapter officers and the Program Com-

mittee to support their planned efforts. Only by your utmost co-operation can they be rewarded with success.

We now have effective chapters in most of the leading grain centers—and a new one in Kansas is in process of formation. They are all strong links in the chain that SOGES is forging.

ALL indications now point to a successful and well-attended convention in New Orleans next month. You'll enjoy the charm, the gayety and the historical associations of this old city. You'll like the French Quarter, in some ways as foreign as if lifted bodily from an Old World location. Don't stop with the more commercialized bright spots at the beginning of the Quarter, but make a tour of the farther reaches. It will be quieter there, but you'll carry away memories of its allure.

Let me add too that New Orleans is an important air center. One can fly to Yucatan, Mexico City, Guatemala or even South America in a few hours. And some are planning to take a vacation on one of the cruises in the Gulf that are scheduled.

For those who are driving down, Highway 90 (the beautiful and romantic Spanish Trail), offers a scenic trip to Florida in one direction and Texas in the other. Some I hear are going to take a boat from Florida to Cuba. Not a few are going to inspect the elevators of Houston and Galveston and the new Corn Products plant at Corpus Christi. Drop me a line if you need any help or suggestions on these side trips.

MAKE YOUR RESERVATION

for the

21st Annual Convention Society of Grain Elevator Superintendents

FEBRUARY 28 - MARCH 4, 1950

Hotel Roosevelt --- New Orleans, La.

Write William F. Robinson, Public Relations Dept., Board of Commissioners,
Port of New Orleans, No. 2 Canal Street, New Orleans, La.

PLAN TO TAKE YOUR VACATION AFTERWARDS

• **3 SOGES SPONSORED GULF CRUISES** •

FRANK DARNER'S NOTEBOOK

At the regular December meeting our Minneapolis SOGES Chapter was entertained by two educational pictures; "How Industry Uses Rubber," a Goodrich producing moving picture, and "Sinews of Steel," a picture supplied by Bethlehem Steel Corporation. After these pictures were shown, a question-and-answer period followed at which time some good questions by the superintendents brought some equally fine answers by associates on specific applications of rubber and wire rope in terminal elevators.

This meeting was an innovation for the Minneapolis Chapter called Associates Night. The associates planned and conducted the program at which George Patchin of Appraisal Service Company was master of ceremonies.

The first meeting of the new year is scheduled for Jan. 10.

The speaker will be A. W. Buzicky of the State Entomology Dept. His talk (followed by general discussion) will be on "Control of the European Corn Borer in Shelled Corn in Washington, Oregon and California."

SOGES CHAPTER DATES

1st TUESDAY — Minnesota SOGES Chapter. Ernest O. Ohman, Osborne-McMillan Elevator Co., Minneapolis, President; James Auld, Hales & Hunter Co., St. Louis Park, Secretary.

2nd TUESDAY — Omaha Council Bluffs SOGES Chapter. John T. Goetzing, Rosenbaum Bros., Omaha, President; W. S. Pool, Nebraska-Iowa Elevator, Omaha, Secretary.

2nd FRIDAY—Central States SOGES Chapter. M. M. Darling, The Glidden Co., Indianapolis, President; N. R. Adkins, Ralston Purina Co., Lafayette, Secretary.

3rd TUESDAY—Kansas City SOGES Chapter. Ralph Yantzi, Wolcott-Lincoln Grain Co., Kansas City, Kan., President; Robert T. Congrove, Standard Milling Co., Kansas City, Kan., Secretary.

3rd TUESDAY — Chicago SOGES Chapter. Lincoln Scott, Corn Products Refining Co., Chicago, President; Harry Hanson, Glidden Co., Chicago, Vice-President; Dale E. Wilson, Northwestern Malt & Grain Co., Chicago, Secretary.

3rd THURSDAY — Buffalo SOGES Chapter. Cornelius Halsted, General Mills, Inc., Buffalo, President; James Burns, Pillsbury Mills, Inc., Buffalo, Secretary.

NEW SOGES MEMBERS AND CHANGES

Rein.—453—James Connell, Fegle Constr. Co., Minneapolis, Minn.

New—848—J. S. Foster, The Foster & Felter Co., Kansas City, Mo.

Trans.—849—James Schoales, Western Terminal Elevator, Ft. William, Ont. (replaced J. H. Irwin).

Trans.—850—William Wood, Russell-Miller Milling Co., Alton, Ill. (replaced H. Huskisson).

New—851—Walter Smith, D. B. Gray Co., Hull, Ill.

New—852—Percy R. Rule, Hiram Walker & Sons, Peoria, Ill.

New—853—Kenneth Sacre, Archer-Daniels-Midland Co., Minneapolis, Minn.

New—854—George Wareham, Harold N. Simpson Co., Lyons, Ill.

New—855—Bruce Harrison, The Industrial Erectors, Inc., Chicago.

New—856—Hollis F. Graves, Jr., Capitol Elev. Co., Duluth, Minn.

Rein.—725—Paul Secrets, Dodge City Terminal, Dodge City, Kansas.

New—857—Joe J. Jacoby, Salesman, Thompson-Hayward Chem. Co., Minneapolis, Minn.

New—858—R. X. Raymond, Owner, R. X. Raymond Co., Minneapolis, Minn.

New—859—Harry A. Lindahl, Gen.

Mgr., Ideal Grain Cleaner Co., Minneapolis, Minn.

New—860—Elmer F. Schultz, Elev. Supt., McMillen Feed Mills (of Ohio), Marion, Ohio.

New—861—Walter McNaughton, Salesman, W. D. Allen Mfg. Co., Chicago, Ill.

New—862—Thurman Haggerty, Central Soya Co., Inc., Decatur, Ind.

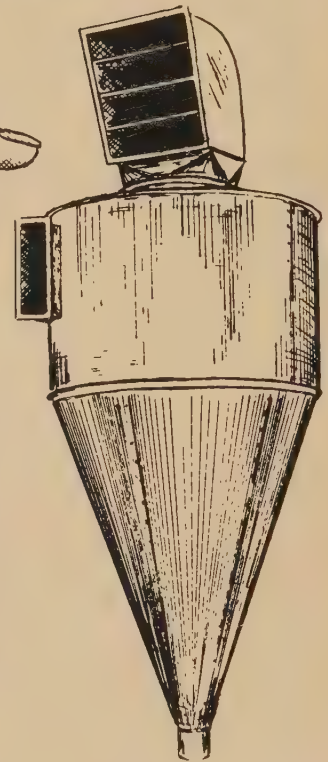
ASSOCIATES' NIGHT IN CHICAGO

The annual stag party for the Chicago SOGES members put on by the associate members was held on Dec. 10 in the bungalow on top of

the Morrison Hotel. A large crowd milled around from 5:30 p.m. to the small hours of the morning, enjoying the fine dinner, excellent entertainment and good fellowship. Registration showed 80 members and guests. Chairman N. E. Bartlett and others of the committee in charge of the event received much praise for the smooth "clicking" arrangements.

Ladies' Night Party will be held Jan. 21 in the Swedish Club, starting at 5:30 p.m. There will be a dinner, entertainment and general dancing. R. J. Skala is chairman of the committee handling it. The South Side "Niterie" with a good array of talent, anticipates big attendance.

Remember!



...if you want
to **FORGET...**
about **DUST**
PROBLEMS

The Wiedenmann System of Dust Control assures you of a perfect solution. Scientifically designed, mechanically engineered, correctly installed — it adds up to lasting satisfaction. We will be happy to survey your needs. Write or phone.



W.C. WIEDENMANN & SON inc.

Engineers & Contractors • Dust Control Systems

1820-24 HARRISON STREET • KANSAS CITY 8, MISSOURI

Service and Equipment

RECEIVING SCALE BULLETIN

A new 6-page bulletin (No. 1949), describing in detail its Automatic Bulk Grain Receiving Scale, has just been issued by the Richardson Scale Co., Clifton, N. J.

The bulletin illustrates and fully explains the many features of this receiving scale which was especially designed for the accurate weighing of all inbound free-flowing grains as they are received from cars and trucks. Available in 6, 8, 10, 15 and 25 bu. unit capacity and is really two scales in one. One scale automatically weighs full drafts, the other scale manually weighs fractional drafts or residue in the weigh hopper after

the last full draft has been emptied from the car or truck . . . thereby insuring that all grain received has been weighed.

NEW METHOD OF TANK HEATING AND COOLING

Tank heating and cooling is vividly described and illustrated in a new 6-page bulletin released by the Kold-Hold Manufacturing Co., Lansing, Mich. A direct comparison is made between the Platecoil and pipe coil methods of heat exchange.

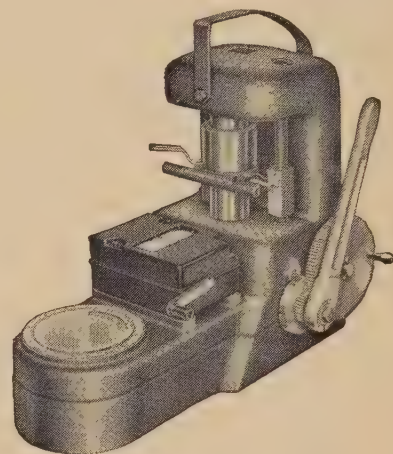
The bulletin shows how Platecoil takes only half the tank space, yet heats faster than pipe coil. The ten

advantages of Platecoil are described in relation to savings in time, money and manpower for the user. Copies of the bulletin may be secured by writing the company.

NEW MOISTURE TESTER

The Burrows Equipment Co., Evanston, Ill., announces the firm's appointment as national distributor for the Universal Moisture Tester—a new tester that offers many outstanding design and operating features.

Manufactured by the Sheldrick Manufacturing Co., of Upper San-



Universal Moisture Tester

dusky, Ohio, the new tester is claimed to give astounding accuracy; and of equal importance to the user, the machine gives constant, test-after-test accuracy.

The tester operates on the principle of electrical conductivity, with the elimination of test inaccuracies usually encountered in voltage fluctuations of the usual current supply. There is a self-contained power source incorporated in its design. A fool-proof generator as a part of the machine supplies the current for testing. No outside power source is required. This generator supplies the correct voltage even though the hand-cranking speed varies over a wide range. A slip-clutch prevents incorrect rotation of the generator.

Having its own power supply without the inconvenience and uncertainties of storage batteries, the Universal Tester is ideally suited to making tests right in the field. It is light in weight, easy to handle, and its rugged construction precluded damage from transportation or handling.

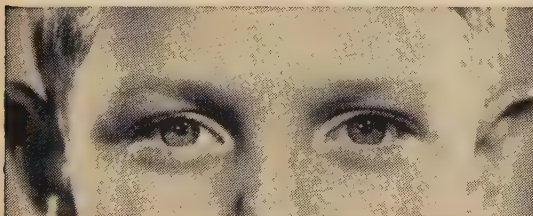
Accurate tests with extreme rapidity are made with it, points out Burrows, since volume of the sample to be tested is accurately controlled to one thousandth of an inch by means of a simple and easily read micrometer. No conversion tables are needed. An accurate reading in percentage of the moisture content of most materials is taken directly from the dial.

It is the positive control of

How will they look to YOU a few years from now?



Your wife's eyes: What will you read in hers when she asks whether you can afford that modest cottage that's for sale?



Your boy's eyes: What will you see in his eyes the day he asks whether you can afford to send him to college?



Your own eyes: What will the mirror tell you about them when it's time to retire, and take things easier?

There's no better time than right now to sit back and think what *you* will see in your family's eyes a few years from now.

Whether they glow with happiness or turn aside with disappointment depends, to a very large extent, upon what you do *now*.

So plan *now* for that home you plan to buy eventually . . . set aside money *now* for his college education . . . plan *now* for the day you can retire.

Decide now to put part of your salary week after week, year after year in U. S. Savings Bonds, so that you will have the money for the *important* things you and your family want.

Insure your future by signing up on the Payroll Savings Plan where you work, or the Bond-A-Month Plan where you have a checking account. Chances are you won't miss the money now, but you certainly will a few short years from now if you haven't got it!!

Automatic saving is sure saving — U.S. SAVINGS BONDS



Contributed by this magazine in co-operation with the Magazine Publishers of America as a public service.

sample-weight, volume, temperature, and electrical supply that accounts for the accuracy of the Universal Tester, states Burrows, and adds a new note of strived-for accuracy in grain testing.

With the Universal Tester, a wide range of moisture contents can be tested at widely variant temperatures. There is no time lost in waiting for machine or sample to attain the same temperature. A phosphorous bronze metal plate built in the unit, houses the thermometer and permits one instantaneous temperature reading of both test machine and sample.

CHEMICALS YOU LIVE BY

"The Story of the Chemicals You Live By"—a new, 16-page booklet concisely and clearly describing eight major groups of chemical products and depicting their diverse utilization throughout American industry—has just been issued by Diamond Alkali Company, Cleveland, Ohio.

Written in simple, nontechnical terms and attractively illustrated, this booklet reviews soda ash, caustic soda, chlorine, bicarbonate of soda, silicates, calcium carbonates, chromates, and specialty chemicals, pointing up the economic significance of each group.

The booklet tells a fascinating tale that, although many years old, still remains ever-new to the vast majority of the consuming public. It relates the story of how these "chemicals you live by" are essential to everyday living, either through their use as an ingredient of the near-limitless array of end-products which man uses or needs in his daily life, or through their specific functions in helping to produce or process these articles.

Copies of this unusually interesting, informative "primer" on basic alkali chemicals, their derivative specialized materials, and their co-products are available free on request.

MAGNETIC SEPARATOR CATALOG

A new 8-page illustrated bulletin, "Dings Certified Magnetic Equipment", has been released by Dings Magnetic Separator Co., 4740 W. Electric Ave., Milwaukee 14, Wisconsin. The bulletin describes Dings electric and non-electric magnetic pulleys, non-electric magnetic drums, triple pole rectangular magnets, lifting magnets, non-electric plate magnets, high intensity induced roll and cross belt magnetic separators and several other types of equipment.

Data include brief specifications, lists of applications and features of the equipment which is designed for separation of magnetic and non-magnetic products. Typical uses are removal of tramp iron to protect crushers, grinders and other machinery, purification of magnetic minerals from non-magnetic minerals.

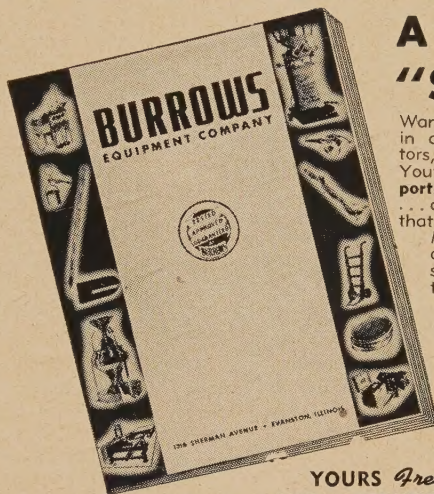
THE BARLEY BIN

TWO NEW BARLEY VARIETIES GIVEN TENTATIVE APPROVAL

Two new barley varieties, Montcalm and Moore are of great interest to industrial processors of barley. Both are high yielding, smooth-awned barleys with acceptable malting quality according to tests conducted during the last several years.

Malt Research Institute has conducted industrial scale brewing evaluation of these barleys for 2 yrs. The first lot of Montcalm tested was grown in Canada in 1947. It was not considered a representative sample of the variety as grown in the United States. The second lot of Montcalm was from the 1948 crop grown in North Dakota and was considered representative of the variety.

In 1947 600 bus. of Moore barley



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were obtained from the Wisconsin Agricultural Experiment Station. This small lot was malted and two brews were made from it. A second 600-bu. lot was similarly obtained from the 1948 crop and again two brews were produced. Processing behavior was normal and satisfactory in the brews of both varieties. The beers produced also were considered generally acceptable.

The results available at the present time, therefore, are based upon but two tests of Montcalm from two crops, only one of which was grown in the United States and was reasonably representative of the variety. The results on Moore are also from two crops from very limited areas in Wisconsin. A total of only 1,200 bus. of this variety has been processed.

Tentative approval has been given to both but the Malt Research Institute feels that further tests of both varieties are necessary before final qualified approval.

ROUND TABLE DISCUSSION AT MINNEAPOLIS

Henry Bowman, Moderator

1—What does barley mean to the maltster and brewer?

Barley is the principal grain used in producing malt, the basic material for brewing beer.

2—Why is barley the preferred grain as the basic material for brewing?

Barley is one of the hardiest of the cereal grains. It can be more easily malted for brewing purposes

than any other. The solubles extracted from barley malt are of a more desirable character and more complete than those extracted from other grains. The use of barley malt produces smoother performance in the brew house, such as quick conversion and good steaming. Barley malt has sufficient enzymatic systems from conversion of the materials within the malt and adjuncts used.

3—What parts make up the barley kernel?

(1) Husks and layers surrounding the endosperm.

(2) Endosperm: (a) Inner endosperm, which is the starch-bearing portion of grain. (b) Aleurone layer, which is an enzyme source and contains colored pigments.

(3) Embryo or germ—the viable portion of the grain: (a) The young barley plant—roots and shoots. (b) The scutellum with epithelium layer.

4—Why should the maltster be familiar with the composition of barley?

The composition of barley is used as a guide in purchasing types and in blending and segregating these types for brewing. The protein and starch content usually will give an indication of the enzymatic strength and the potential extract yield in the resulting malt.

5—What influences the chemical composition of barley?

The chemical composition of barley is influenced by variety, soil

composition and preparation, and climatic conditions. A cool and moist growing season usually produces a plump-grained barley of low protein content, whereas a dry hot season produces thin kernels rich in protein, but low in extract.

6—What types of barley are mostly used for malting purposes in the U.S.A. and what are the main producing states?

Moore, O.A.C. 21, Kindred, Wis. 38, and Oderbrucker are grown mostly in S.D., Minn., Wis., Iowa, Ill. and Mich. Two-row types:—Hannchen and Hanna grown in Ore., Calif., Mont. and Wash.

7—What efforts are being made to improve the quality of malting barley here?

The industries producing and using malt are co-operating with plant breeders and agronomists in the malting-barley producing states in breeding new barleys and promoting development work in the improvement of existing varieties. This program is operating through Malt Research Institute and Mid-West Barley Improvement Association.

8—Why must malting barley have capacity to germinate?

Barley must germinate or grow in order to produce malt. Barley kernels which cannot be germinated usually have either dead or injured germ. Barley with at least 94% live germ should be used for the malting process. In germination, as conducted in the malting process, the kernel content is modified and the enzymes are released and activated. These enzymes are utilized later in the brew house for conversion of the starch in proteins to soluble fractions. Malting of the barley produces a desirable taste and aroma which is carried over into the wort and to the finished beer.

(To be continued)

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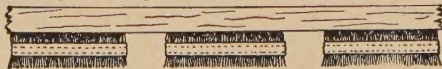
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MALTING BARLEY CONFERENCE IN JANUARY

The annual malting barley conference, sponsored by Malt Research Institute and Midwest Barley Improvement Association, will be held at the Nicollet Hotel, Minneapolis, Minn., on Tuesday, Jan. 24, 1950.

The program will include reports on the "One Variety Malting Barley Program" as operated in 3 counties this year and plans for the "Selected Varieties of Malting Barley Program" to be conducted in about 30 counties in North Dakota, South Dakota and Minnesota in 1950.

Agronomists from seven Midwest states and from the U. S. Dept. of Agriculture will attend this meeting. Director John H. Parker advises that reservations should be made at hotel as soon as possible.

NEW YORK PORT AUTHORITY FIGHTS FOR LOWER FREIGHT RATES

The Port of New York Authority in a brief filed in Washington with the Interstate Commerce Commission, has taken strong exception to an ICC Examiner's proposed report to the Commission that would deny the right of railroads serving the Port of New York to lower freight rates on export grain moving via the Great Lakes, in order to meet a competitive situation.

The decrease in grain rates and a change in free storage time which would have placed New York, Boston and Portland for the first time on a competitive par with Philadelphia and Baltimore, was proposed early in 1949 by a majority of the trunk line railroads, including those serving New York and New England.

The action has been under suspension and investigation by the ICC following protests by the Baltimore & Ohio, the Pennsylvania, the Reading and the Western Maryland Railroads which serve Philadelphia and Baltimore. In the Dec. 19 brief the bistate agency took specific exceptions to the report proposed by ICC Examiner Arthur R. Mackley, and requested an oral hearing before the entire Commission.

RUIN FOR INDUSTRY SEEN IN TAX LAW

Tax laws fixing what manufacturers may allow for wear and tear on machinery and plant may kill American industry, according to J. Howard Pew, director and former president of Sun Oil Co.

Mr. Pew, receiving the gold medal of the American Petroleum Institute for "distinguished achievement," said deductions for wear and tear must be based on original cost of machines, even though it cost two or three times that now to replace them.

IN THE HOPPER

Brenda: "Oh, he's so romantic. When he addresses me, he calls me 'Fair Lady.'"

Cobina: "Force of habit, my dear. He's a street car conductor."

A little boy had gone to Sunday school for the first time. When he returned his mother asked him. "What did you learn today, darling?"

"Oh, Mommie, I learned about the first man."

"What was his name, dear?"

"Adam."

"Did you learn anything else?"

"Yes, Mommie. I learned about the first woman."

"And what was her name?"

He thought for a while, then his face lighted with recollection. "Madam!"

Customer: "Waiter, I'm so hungry I could eat a horse."

Waiter: "You couldn't have come to a better place, sir."—*The Hook-Up.*

She had insisted on taking along every garment she owned. They arrived at the station loaded with baggage.

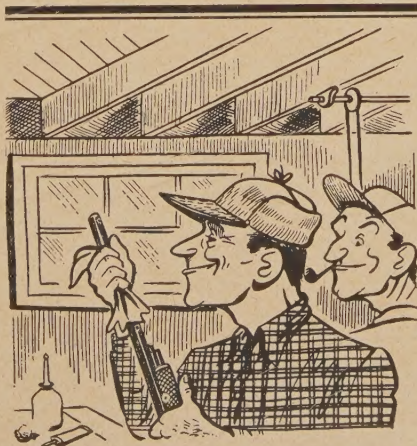
"I wish," said the husband thoughtfully, "that we'd brought your piano."

"Now, let's not try to be funny," came the frigid reply.

"I'm not trying to be funny," he sadly explained, "I left the tickets on it."

French lawyer pleading for an attractive transgressor:

"Gentlemen of the jury, shall this charming young lady, be cast into a lonely cell, or shall she return to her beautiful little apartment at 33 Rue Neuve, Telephone 88-39-54?"—*Typo Graphic.*



"A Collectivist is a guy trying to invent a compass to steer my life—with him at the helm!"

Tourist: "I clearly had the right-of-way when this man ran into me, and yet you say that I was to blame."

Local cop: "You certainly were."

Tourist: "I don't get it. Why?"

Local cop: "Because his father is mayor, his brother is chief-of-police, and I go with his sister."

"I'm Mr. B's wife," said the brunette, introducing herself to a blonde at a party.

"I'm his secretary," said the blonde.

"Oh," said the brunette, arching her eyebrows slightly, "were you?"—*Priorities.*

Why Eds. Skip Town

He was charged with soliciting and accepting brides.—Ohio paper.

IDBISIOIPODD

The fossil Idbisioipodd—a Government bureau, not the skeleton of a prehistoric reptile—has been buried at last. The alphabetical title, in Federal gobbledygook, meant "Inter-Departmental Board on International Service of Ice Observation, Ice Patrol, and Ocean Derelict Destruction." Formed in 1916, it quit functioning 10 years ago. President Truman has removed it from the Government's organization chart.



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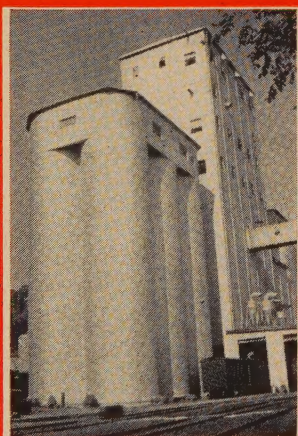
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